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- The following air activity and aircraft were observed at Jueterbog Altes Lager airfield between 15 and 25 February 1954:
 - 15 Fabruary. There was no air activity. As usual, the EM received instruction during the morning. The officers practiced pistol firing. During the afternoon, maintenance work was conducted on the aircraft.
 - 16 February. No flights were made. It rained. During the afternoon. Firing with carbines was practiced at the firing range,
 - AT February. Beginning at 9:30 a.m., swept-back jet aircraft were towed out of bangars Nos 4, 6, 9 and 10 and parked at the runway. The previously reported small trucks of American make were used for towing the aircraft. Around 10 a.m., 16 MiG-15 or U-MiG-15s were parked at the runway. Subsequently, some of the aircraft made individual flights at intervals of 5 minutes. The flights lasted about 10 minutes and were continued until about 11 a.m. After landing, the aircraft taxied under their own power to their dispersal areas. At 11 a.m., the aircraft were being refused. Subsequently, they again took off at intervals of 5 minutes and made flights of 15 minutes duration. After landing, the individual aircraft taxied under their own power to the hangars. Air activity by swept-back jet aircraft was discontinued about 2 p.m. Around noon, two Tu-2s took off and flew over the firing range. One of the two aircraft towed a sleeve target and had an inverted C on the side of the fuselage. The aircraft circled about six times over the firing range while AA guns fired at the sleeve target. On each attack, 5 to 6 rounds were fired. The sleeve target which had been considerably pierced, was released over the field about 2 p.m.
 - 18 February. After 10 a.m., individual 25-minute flights were made by swept-back jet aircraft, with only one aircraft being aloft at a time.
 - 19 February, Around 1 p.m., two swept-back jet aircraft taxied under their own power out of hangar No 4, proceeded to the runway, took off and made flights of 15 minutes duration.
 - 21 February Around 11 a.m., a Tu-2 took off and made a 60-minute flight over the field, I
 - 22 Fabruary. During the morning, EM were given instruction. At noon, a formation of 10 Il-10s approached from the direction of Luckenwalde and crossed over Justerbog Damm airfield.

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The aircraft taxled to the repair hangar where work was immediately performed on its engine. It took off about 4 p.m. Between 1 p.m. and 2 p.m., a Tu-2 was observed aloft. Around 3 p.m., 5 hig-15 at U-Mig-15s taxled out of hangar No 9 toward the runway and took off at intervals of about 3 minutes. The aircraft made individual flights of about 10 minutes duration, then landed, and taxled back to the hangar.

23 February. There was no air activity, probably because of the celebrations on "The Day of the Soviet Army". No review was held at the field. A number of soldiers were already drunk in the morning.

24 February. Around 10:30 a.m., 9 ground attack aircraft approached and, without landing at Altes Lager airfield, disappeared out of sight. No air activity was observed at the field.

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25 February. No flights were made. The weather was miny.

- 2. On 18 February, truck hauled a jet engine to the test stand, There the engine was repeatedly run at maximum speed from 11:45 a.m. to 12:15 p.m.
- An officer, who had been in charge of the repair hangar during the time when the field was occupied by jet bombers, has again been observed at the field recently. In the meantime, the officer had been promoted to major and possibly was assigned as chief of the former air technical school. Soviet officer lukinev (fnu) was no longer observed at the field.
- A. For some time, the elect flight has consisted of 5 MiG-15s with suxiliary fuel tanks.

 Near the 25X1

 alert aircraft were parked I radio truck with a rod antenna, 2 tank trucks, 2 tractors, and I truck. The personnel of the alert flight stayed in a nearby tent. On cold days however, they usually remained in an AA bunker at the eastern section of the field which is not far from the dispersal area of the alert flight.4
- 5. A sedan with a box-like superstructure, similar to a delivery van, was repeatedly observed near the swept-back jet fighters. The aircraft towed by a towing vehicle to the runway to be started. The leading ramp aft of the dark blue driver's cabin was painted light blue and a black subber cable hung out of the car. The vehicle was not observed when the swept-back jet aircraft taxled under their own power to the runway.
- On a dry, when it had snowed end the snow layer was about 3 of the runway and taxiways took about 5 hours, with about 300 men deing utilized. Sand was never strewn on runway even after slippery ice had formed.
- 7. About 10:15 a.m. on 20 February, three take-offs were made by elements of swept-back jet fighters. After the take-off, the aircraft assembled to two flight formations and eracticed flying for about 30 minutes. Landings were made individually. Subsequently, local flights were made by MiC-15 or U-MiC-15s. MiC-15 or U-MiC-15 observed parked at the field included 3 at the northeastern edge; 7 in front of Mangars Nos 4 and 5; 5 next to the runway, 3 at the eastern side of hangar No 10, 6 between hangars Nos 3 and 9; sixteen single-engine aircraft with red propeller hubs south of hangar No 10. Between 9:30 a.m. and 6 p.m. on 25 February, there was no air activity. Two single-engine aircraft which did not have red propeller hubs were parked at the eastern edge of the field. The alart flight of 5 MiC-15s was parked just north of the eastern end of the runway.

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A shed, probably used as garage, was located near the fuel dump in the southern section of the field. About 30 men were engaged in unidentified work at a point 500 meters south of the runway. The AA gan emplacements at the enstern section of the field were still occupied, to changes were observed at the redio installation with four masts, the radio installation with one mast at the eastern extension of the runway or at the radio installation with two masts in the quartering area. Jeep and trucks 2 Consent. It is believed that Justerbog Altes Lager airfield is still occupied by two figher regiments equipped with 24 to 28 Mid-15s. The employment of Tu-2s as a segret tou aircraft for AA firing practices has repeatedly been reported. Consent. Consent. The Single-engine aircraft with red propells: hubs, reportedly parameted near hanger No 10, is unknown. It has previously been observed several times that thereft of the ground attack regiment from Finsterwalds landed at Justerbog airfield or the last time on 22 January 1954, 16 Il-10s of this regiment landed at Justerbog airfield of the ground attack regiment from Finsterwalds landed at Justerbog airfield of the air technical schools Consent. The officer was once reported under the name of Lukinov and as technical officer of the repair hanger and another time under the name of Lukinov and so chief of the air technical schools Consent. It appears that a fifth NiC-15 was assigned as a reserve aircraft for the alert flight. No such observation has previously been made at other air-fields.		SECRET/CONTROL - U.S. OF	FICIALS ONLY	<i>i</i>
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